

REGIONAL COMPREHENSIVE PLAN

Air Quality Chapter

Performance Outcomes and Strategy – Initial Proposal

DESCRIPTION: The initial performance outcomes and strategy included in this proposal were approved by the RCP Task Force. Action by the Energy and Environment Committee (EEC) would direct staff to make technical refinements, and to seek input and participation from stakeholder and interested parties. At the conclusion of this public participation phase (approximately 6 months), staff will make a final proposal to the Regional Comprehensive Plan (RCP) Task Force, EEC, and the Regional Council (RC).

The Performance Outcomes will be the central feature of each RCP Chapter. They establish the goals for the plan, and define the region's values across the range of planning and resource categories covered by the plan. Outcomes should be ambitious but achievable. In some cases, outcomes will be consistent with various requirements in established regional planning processes. In these cases, the RCP outcome will be at least as stringent as the existing requirement.

Outcomes at this stage should be viewed as preliminary, and refinements will continue to be made based on input from stakeholders and based on technical considerations. Further, at the point when outcomes are developed for all chapters, staff will work with the RCP Task Force to integrate outcomes and strategies across multiple plan topics.

AIR QUALITY CHAPTER POLICY OBJECTIVE:

Air pollution is a regional problem. The U.S. Environmental Protection Agency (EPA), the California Air Resources Board (ARB), and the local air quality management districts are the main agencies with legal mandates to protect the public from exposure to air contaminants, including both regional air pollutants and localized air toxics. These agencies have adopted comprehensive air quality regulations and related programs to achieve improved air quality and reduce air contaminant exposure risks. SCAG also has ongoing planning efforts intended to improve air quality such as the Regional Transportation Plan, Goods Movement Program, and Compass 2% Strategy. With the intention of complimenting these existing programs, the RCP air quality chapter's policy objective is to minimize adverse air quality impacts resulting from local land use decisions.

PERFORMANCE OUTCOMES:

1. Outcome: Implement local land use policies that minimize incompatible land uses

- a) **Description:** Establish policies that minimize exposure of sensitive receptors and sites (e.g. schools, hospitals, and residences) to major sources of air pollution, specifically diesel particulate matter (PM) emissions, such high-traffic freeways and roads, rail yards, ports, and industrial facilities.
- b) **Initial Proposed Quantified Outcome:** 100% of cities/counties and local land use agencies adopt and/or update policies in general plans, zoning ordinances,

business licensing, and related land use permitting processes that address potential adverse health risks associated with incompatible land uses.

- c) **Data considerations:** Obtain information on general plan, zoning, business licensing, and land use permitting processes data from all cities and counties in SCAG region must be obtained and analyzed.

2. Outcome: *Reduction in Vehicle Miles Traveled (VMT) per household*

- a) **Description:** Reduce mobile source emissions by reducing vehicle trips and VMTs through local and regional land use decisions that consider balanced and efficient growth and transportation patterns.
- b) **Initial Proposed Quantified Outcome:** 10% reduction from current conditions (consistent with proposed goals in Land Use and Housing Chapter)¹.
- c) **Data considerations:** Development of benchmarking, program assessment, evaluation and monitoring guidelines for applicable local and regional land use decisions.

3. Outcome: *Decrease the region's consumption of fossil fuels; increase percentage of alternative/renewable fuels*

- a) **Description:** The region's goal should be to reduce fossil fuel use and increase percentage of alternative/renewable fuel uses by both transportation and residential/industrial users.
- b) **Initial Proposed Quantified Outcome:** (consistent with proposed goals in Energy Chapter).
 - 20% reduction of fossil fuel use from current conditions²;
 - 20% increase in use of alternative/renewable from current conditions³
- c) **Data considerations:** Staff will work with the designated energy consultant and regulatory agencies, such as California Energy Commission (CEC), Southern California Edison (SEC), and etc.

PROPOSED STRATEGIES:

- **Development of air quality elements for general plans, zoning ordinances, and design standards**

SCAG will develop a set of air quality policies/strategies applicable to different types of regulatory documents, such as general plans, zoning ordinances, and design standards. General plans and zoning ordinances can be used to minimize incompatible land uses by incorporating air quality considerations into these documents.

¹ 10% is proposed as an aggressive initial proposal. Can be scaled in accordance with input and scenarios considered for the RTP.

² 20% is proposed as an aggressive initial proposal. Can be scaled in accordance with input and scenarios considered for the RTP. Staff will continue to work with the energy consultant on this issue.

³ 20% is proposed as an aggressive initial proposal. Can be scaled in accordance with input and scenarios considered for the RTP. Staff will continue to work with the energy consultant on this issue.

- **Follow CARB/SCAQMD Guidance for land use decisions**

Utilize the policy recommendations contained in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective* and the South Coast Air Quality Management District's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. These guidance documents provide a comprehensive examination of land use policies as they relate to air quality and community health, including suggested land use policies and strategies for improved decision-making.

- **Implement Compass 2% Strategy**

SCAG will continue working with individual jurisdictions to collaborate on planning and development of key strategic growth areas identified in the Compass 2% strategy. Specifically, SCAG will:

1. Continue initiating Compass demonstration projects in critical growth opportunity areas.
2. Target local governments to align their plans with the Compass Vision.
3. Provide local governments, subregions and transportation commissions with inter-regional partnership program tools.
4. Conduct extensive public education, training and outreach program.
5. Establish benchmarking, program assessment, evaluation and monitoring guidelines.

- **Develop air quality improvement criteria for development approval**

This strategy intends to require minimum environmental requirements for developmental approval (e.g. tree planting, lighter-colored roofs and paving, bike lanes, minimum transit availability, etc.). These requirements are linked to development approval and are required prior to CEQA mitigation measures.

- **Enhance mitigation monitoring and reporting pursuant to CEQA**

The existing CEQA Mitigation Monitoring and Reporting requirements are intended to ensure compliance with mitigation requirements identified in Environmental Impact Reports. Enhanced monitoring and reporting procedures should be adopted to ensure compliance with mitigation measures during project construction and implementation.

- **Strategies to Address Global Warming**

The RCP will consider Assembly Bill 32: Global Warming Solutions Act of 2006 (AB 32), signed by Governor Schwarzenegger and other global warming initiatives undertaken in the SCAG region to address the issue of global warming. The strategies proposed for air quality, energy, and land use/housing in the RCP will complement the adopted and proposed statewide and regional global warming strategies.

- **Financial Mechanisms**

SCAG will continue efforts to develop financial mechanisms that provide monies to develop infrastructure while achieving the outlined performance outcomes and recommended strategies (e.g. pollution surcharges, user fees, container fees, etc.)